

Amendments to the Specification:

Amend paragraph [0001] as follows:

[0001] The present invention pertains to a clutch arrangement, especially for a motor vehicle clutch arrangement, ~~comprising a fluid filled or fluid fillable housing arrangement; at least one first friction element, which can rotate in common with the housing arrangement around an axis of rotation; and at least one second friction element, which can rotate in common with a power takeoff element around an axis of rotation, which second friction element can be brought into contact with at least one first friction element to produce a frictional interaction.~~

Amend paragraph [0002] as follows:

[0002] A clutch arrangement of this type is known from DE 101 25 628 A1. In an embodiment shown in this publication, the first and second friction elements, i.e., the friction lining carriers of these elements, carry a friction lining on one axial side, whereas, on the other axial side, the friction lining carrier enters directly into frictional interaction with a friction lining of the friction element following next in the axial direction. The result of this is that, in spite of the ability of the various fluid transport surfaces to build up a circulation of fluid flowing around the friction elements, the friction elements are subjected to extreme thermal stress in the area of their friction lining carriers, which are usually made of metal sheet or plate material. As a result of the good thermal conductivity of these friction lining carriers, the heat thus developing in or being taken up by each of the friction lining carriers is distributed very quickly and uniformly over the entire volume of the carrier and thus also arrives in the area where the friction lining carrier in question is attached, usually by means of an adhesive, to the friction lining it is supporting. This puts stress on the adhesive bond, and, in the extreme case, that is, for example, when the housing is only partially filled with fluid and the clutch has been slipping for a relatively long period of time, this can lead to the separation of a friction lining or at least to partial damage to the adhesive bond. This publication also describes clutch arrangements in which first and ~~section~~ second friction elements each have friction linings on both sides of a friction lining carrier. Between two of the first friction elements, which carry friction linings on both axial sides, there is always a second friction element present, which is designed as a plate and which does not carry any friction linings, and vice versa. With this arrangement, however, it

is necessary to insert an intermediate friction element which does not carry any friction linings into the area in which a first friction element with friction linings on both sides is directly adjacent to a second friction element carrying friction linings on both of its axial sides. In this case, therefore, two friction elements connected nonrotatably to, for example, the housing, are directly adjacent to each other, which means that axial space is taken up without the gain of an additional pairing of friction surfaces.

Amend paragraph [0004] as follows:

[0004] According to the invention, ~~the~~ at least one first friction element or ~~the~~ at least one second friction element has a friction lining carrier, which carries a friction lining arrangement on each frictionally active axial side of the friction element, and that, at least in the case of one friction element with a friction lining carrier carrying a friction lining arrangement, an arrangement of fluid transport surfaces is provided to produce a circulation of fluid flowing around at least certain parts of the friction elements.

Amend paragraph [0005] as follows:

[0005] By providing friction elements which carry friction linings on each frictionally active side and by providing friction elements which do not carry any friction linings, ~~the goal is achieved that~~ the friction elements on which friction linings are provided are subjected to less thermal stress because of the thermally insulating effect of the friction linings. This has the result that there is no danger of damage, especially when there is an adhesive bond between the friction lining and the friction lining carrier. On the contrary, the heat that develops when the clutch is slipping is absorbed more effectively by the friction elements carrying no friction linings on either frictionally active side, these thus being areas where there is no danger of damage to, for example, an adhesive bond.

Amend paragraph [0006] as follows:

[0006] As a result of the design according to the invention, it is possible, without affecting the ability to create effective circulation in the area of the friction elements, for two first friction elements not to follow each other directly in the axial direction and for two second friction elements not to follow each other directly in the axial direction. Thus, all of the friction

elements, ~~provided, i.e., all of the elements~~ which are connected nonrotatably either to the housing arrangement or to the power takeoff element, are frictionally active to the greatest possible extent[[],]. Furthermore, because in the inventive clutching arrangement ~~and no dead,~~ i.e., there are no “dead” or frictionally noninteracting [[],] surface pairings ~~are present~~, which, for a given number of friction surface pairings, reduces the axial length of the unit or, for a given axial length, allows the installation of a larger number of surface pairings capable of interacting frictionally with each other.

Amend paragraph [0022] as follows:

[0022] On the basis of the friction element 32, Figures 2 and 3 show the basic design of the friction elements 32 and 34, which are connected nonrotatably to the housing 12. It can be seen that, in general, the friction lining carrier 48, made, for example, of steel or some other metal, has a radially outer, ring-like body section 76, on the outer circumferential area of which the set of teeth 38 is formed. Several lining carrier segments 78 extend radially toward the inside from this body section ~~38~~ 76. A friction lining segment 80, 82 of the associated friction lining 44, 46 can be seen on both axial sides of these lining carrier segments 78, the friction linings thus consisting of a plurality of friction lining segments.